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MORE FREIGHT HAULED BY USSR MOTOR TRANSPORT;  
SOME ASPECTS CRITICIZED

Freight hauling by motor transport in 1950 increased 2.3 times over 1940. During the postwar Five-Year Plan, 16,000 kilometers of hard-surfaced roads were constructed and the Moscow-Simferopol' main highway was opened. The improved surface road network increased 2.5 times over the prewar period.

In recent years, high-quality vehicles have been added to the motor vehicle fleet, the postwar hauling plans have been fulfilled, and the quality of operations has been improved. However, many motor pools are still operating unsatisfactorily.

Motor pools of the Gorkiy Oblast Motor Trust exceeded their freight-hauling plan 15.7 percent and reduced hauling costs 8.8 percent in 1950. The plan for hauling other types of commodities was also fulfilled both in 1950 and in the first quarter 1951, and 200,000 rubles above plan were saved.

On the other hand, the Ul'yanovsk Motor Trust lags far behind plan. This trust operated unsatisfactorily both in 1950 and in the first quarter 1951, when the freight-hauling plan was completed only 75 percent in tonnage hauled and 82.7 percent in ton-kilometers performed, and freight-hauling costs increased 17 percent above plan.

The number of ton-kilometers per kilometer driven was significantly lower in the Ul'yanovsk Trust than the plan called for, chiefly because of extremely low mileage indexes. Instead of showing a profit from freight hauling, the trust lost 345,000 rubles in 1950.

The unsatisfactory work of many motor pools is due primarily to poor maintenance and inefficient utilization of all types of vehicles. Because insufficient attention is paid to motor vehicle maintenance and repair and Stakhanovite methods are not developed among drivers and repairmen, the mileage of motor vehicles between repair in these motor pools is below norm while gas consumption is above norm.

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Periodic repair work is not carried out properly, a fact which results in less being spent for technical maintenance, but more for current repairs. For example, expenses at the Ul'yanovsk Trust for lubricants are 40 percent of the plan per ton-kilometer, and for periodic maintenance, 60 percent per ton-kilometer. At the same time, costs for current repairs are 2.5 times higher than provided for in the plan. These savings in lubricants and repair work are meaningless and lead to a sharp increase in the cost of hauling and depreciation of the motor vehicles in the trust.

Motor transport workers must utilize their vehicles more efficiently and reduce unproductive layover time. Experiences in the centralized hauling of brick in Moscow can serve as a good example. Since brick hauling was centralized in Moscow, the need for trucks to haul brick from Moscow and the Moscow Oblast brick plants to the sites of the construction projects has been reduced by half, as has the layover time of vehicles during loading and unloading. Taking advantage of this experience, the Moscow Soviet is consolidating truck pools and centralizing the hauling of other bulk freight.

Until recently, the departments which operated the motor pools frequently placed their vehicles at the disposal of the consumer who had to do his own hauling. In centralized hauling, this task is the responsibility of the motor pools.

To improve the operational indexes of motor transport, more motor pools must be consolidated and changed over to a system based on cost accounting. The action taken in this direction by the Ministries of Coal Industry, Trade, Construction of Heavy Industry Enterprises, and others has proved successful and should be taken up by motor transport organizations of all ministries and departments. At the same time, measures must be taken to coordinate the work of the specialized hauling organizations of the Ministries of Agricultural Procurement, State Farms, Food Industry, and Cotton Growing with the work of the republic ministries of motor transport, in order to rationalize hauling and prevent duplication.

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